

Honolulu Auction Rooms

Alakea Street, opposite Bailey's Furniture Store.

Auction Sale Friday, Nov. 12

We shall sell for Mr. E. W. Jordan, the Horticulturist, growing fruit trees as follows:

Florida Peach Trees,
Navel Orange Trees,
Grape Fruit,
Mandarin Orange,
White Magnolia,
White Grape Myrtle.

Two male Boston Terrier Pups and one female.

One Fine Bay Horse, 7 yrs. old.
One Basket Phaeton,
One 4-seated Trap,
Two sets Harness.

One Buggy,
One Hack,
One Lot Harness.

Fine Wilton Rugs, Furniture, Etc.

TO GET VALUE SELL IT BY AUCTION.
Goods Hauled FREE to the Auction Rooms.

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SHIPPING & WATERFRONT NEWS

HULA BEANS WILL TEMPT PALATE OF BOSTON

Hilo and her "hula" beans are springing into fame in San Francisco. A shipment of 67 bags, bound for Boston, passed through there November 1, according to the San Francisco Chronicle, which says the Boston bean-eaters are going to try out the beans, which are of an ardent color and said to be somewhat torrid, rather akin to the alleged character of the hula-hula. Says the San Francisco paper:

"The manifest of the Matson line steamer Hilonian, which passed muster at the customs-house Monday, revealed an item indicating that ethereal Boston, while loving and appreciating the home grown bean, has, in fact, high regard for any foreign bean which may come into the market, and is willing to give it a show and trial to see whether it measures up to the standard."

"Accompanied by a valet, 67 sacks of 'hula' beans from Hilo were shipped to a Boston firm after being unloaded from the Hilonian. News of the consignment is said to have set the hearts of the bean-eaters fluttering in joyful anticipation, but while the 'stranger' bean has its champions, it will be viewed with a critical eye by the staunch old-timers who pin their faith to the home product."

"Some time ago Boston experimented with a Mexican bean known as the garbanzo, a succulent thing, beloved in the land of revolution. It still is in demand."

"The 'hula' bean takes its name from the hula-hula dance and is of a florid hue. The shippers are awaiting the judgment of Boston."

CIRCULAR SPECIFIES EXAMINING OFFICERS UNDER SEAMEN'S ACT

Further light as to which government officials are eligible to examine applicants for certificates as lifeboat men, under the Seamen's Act, is revealed in a circular which reached the Star-Bulletin yesterday from Washington.

This says that the Department of Commerce Circular No. 267, dated October 22, 1915, designates "Deck officers of the vessels of the Lighthouse Service, Coast and Geodetic Survey, and Fisheries Service" to examine applicants for certificates as lifeboat men in accordance with the provisions of the Seamen's Act, approved March 4, 1915.

Assistants, aids and other officers of the Coast and Geodetic Survey, who stand a bridge watch, may be designated by commanding officers, or by inspectors, an examining officer, and shall be considered "deck officers" within the meaning of the circular.

The examination shall be a reasonable demonstration to prove to the satisfaction of the examining officer that the applicant has been trained in all operations connected with launching of lifeboats and the use of oars; that he is acquainted with the practical handling of the boat themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboat service.

ANNIE LARSEN AIDED BY MINE PLANTER IN STRUGGLE TO PORT

Picking up the schooner Annie Larsen, the U. S. mine planter Major Samuel Ringgold, which was here throughout September, engaged in mine planting practice at Fort Armstrong, rescued the ship 40 miles off Grays Harbor October 30, while the Larsen was in distress.

Before the Ringgold arrived the schooner, which was being towed by the tug Daring, broke away when her cable parted. When the Ringgold arrived on the scene, having been asked by the Daring to search for the Larsen, the schooner had her sails in tatters, her jib-boom gone and her head works jury rigged. Her anchors were gone, also. She left this port October 2 in ballast to load lumber at Hoquiam, having brought lumber here on the down trip.

An item in the shipping news of the San Francisco Chronicle of November 3 reports that the coast guard cutter Snohomish left Neah bay the day before in search of the Annie Larsen, having received word that she was in distress.

"ISLES OF PEACE ROUTE" WILL BE SLOGAN OF NEW VESSEL ON ISLAND RUN

Soothingly suggestive of rest and relaxation is the new slogan, "The Isles of Peace Route," chosen by the Great Northern Pacific Steamship Company as its designation for the San Francisco, San Pedro, Honolulu run which the Great Northern will institute November 26.

A letter from Cal E. Stone, general traffic manager of the Hill line, owners of the Great Northern, yesterday informed the Promotion Committee that the above slogan had been agreed upon. He added that the Great Northern is being put in shape for her initial voyage here.

PILES CURED IN 6 TO 14 DAYS

PAZO OINTMENT is guaranteed to cure blind, bleeding, itching or protruding PILES in 6 to 14 days or money refunded. Manufactured by the PARIS MEDICINE CO., St. Louis, U. S. A.

CREWS OF ISLAND SHIPS ESCAPE ONE TEST

An extremely important ruling, which means that crews of American vessels owned in this port will not be subjected to the language test part of the Seamen's Act, reached Honolulu yesterday, and was made public today by Acting Collector of Customs Raymer Sharp, who expects to receive official notification when the next mainland mail arrives Saturday on the Nippon Maru.

The New York Journal of Commerce contains the ruling, sent to the paper in a despatch from Washington, dated October 29. It reads as follows:

"The Department of Commerce today issued the following statement relative to the language test clause of the Seamen's Act:

"No examination under the language test is required by section 13 of the Seamen's Act, or by department regulations. If the collector of customs is satisfied upon the statement of the master or otherwise, that his crew fulfill the requirements of section 13, it is sufficient."

"If the collector thinks a muster is necessary, or is required to have it made on complaint, then department circular number 265 must be followed. Obedience to orders given by their officers in the usual line of duty is the test required."

Commenting on the department's ruling, Mr. Sharp said today that it shows a tendency on the part of the government to give shipowners every reasonable opportunity to comply with the act without working any hardship on them.

Mr. Sharp also received the first definite information reaching here regarding the tests which will have to be passed before sailors of less than three years' experience at sea can be awarded their able seamen's certificates, as required by the Seamen's Act.

Here are the component parts of the professional examination which applicants must pass:

"Boxing the compass, lights and fog signals, signals for starting, stopping, slowing down, and reversing engines; passing signals for steam vessels; knotting, bending, splicing, hitching; ability to pull an oar; clearing away; lowering and getting a boat away from the ship; handling boats at sea; knowledge of nautical terms. The last part of the examination will consist of a test as wheelman. The applicant will be required to demonstrate his knowledge of handling the wheel of a steamer, by obeying orders passed to him as wheelman."

HARBOR NOTES

The schooner Melrose is bound for Grays Harbor today. She left here yesterday.

The steamer Arab sailed from Muren Tuesday and is due to arrive here November 26, with coal for the Inter-Island.

Bringing two days' mail, the T. K. K. liner Nippon Maru is due tomorrow from San Francisco and will sail Saturday for the Orient.

In honor of the Japanese emperor's coronation, all the sampans in the harbor have flown Japanese flags and banners for the last three days.

The Shinbu Maru is in port today unloading 3200 tons of coal for the Inter-Island, having arrived from Muren with her cargo yesterday.

The oil tanker Lyman Stewart arrived this morning from Port San Luis and docked at 11:30 o'clock at Pier 16 to discharge her cargo of oil for the Union Oil Company.

Due to the large amount of yellow, mud-filled flood waters which poured into it last night the inner harbor looked like weak coffee this morning. It contrasted vividly with the dark blue of the open sea outside.

Bringing 360,000 feet of lumber from Northern California, the schooner Glendale reached port late yesterday. Her cargo, for Allen & Robertson, is being unloaded today. The schooner, Capt. H. Dhalloff, made the run from Eureka in 21 days.

At daylight Saturday the U. S. army transport Thomas is due to arrive from San Francisco. She is bringing 56 first cabin passengers for this port. The Thomas will load 1100 tons of bunker coal here. From here she takes 34 passengers, of whom 31 are first cabin.

Due at 5 o'clock this afternoon from Australia is the Canadian-Australasian liner Niagara. The steamer is scheduled to sail for Vancouver at daylight tomorrow. She will take a full despatch of mail for the states, Canada and all Europe except the Tonicic allies. Mails close at 9 o'clock tonight at the postoffice.

Considerable miscellaneous freight arrived in the Claudine from Maui this morning. Cargo included six tons of machinery, 56 bags of corn, 17 of potatoes, 11 barrels of wine, five crates of chickens and one pig. Heavy rains were reported throughout the voyage.

Customs Inspectors L. B. Reeves and Gilbert McNicoll completed measuring the German steamer Pommer at Pier 7 this morning. The job is not a nice clean one, and both men

THOMAS, AIDED BY WINDS, COMING IN EARLY

Bucking heavy seas and head winds the transport Logan, which sailed from here Saturday for San Francisco, was reported last night, 4 days and 8 hours out, to have made only 900 miles. This is an average of 204 miles a day, as compared with the vessel's usual time of 280 miles in 24 hours, and indicates extremely rough weather.

The same winds and seas that are holding the Logan back are stern of the Thomas and will bring the latter transport here from 14 to 18 hours ahead of schedule. Last night the captain of the Thomas reported by wireless that he would be here Friday afternoon. The transport was due here at daylight Saturday.

The Thomas will take for the Philippines only one Hawaiian officer, Lieut. Col. George Blakey, former commander at Fort De Russy, and now transferred to the Philippines. Thirty additional passengers who came here on the Matsena because of lack of room on the Thomas, will board her here, taking the reservations of those who disembarked at Honolulu.

The Thomas brings 78 passengers for Honolulu, and no mail. She will probably not leave here until Monday as coast freight is to go aboard and it cannot be loaded in time to allow the boat to depart Saturday.

The Thomas is bringing 110 cubic tons of freight, including two automobiles. She will take 1100 tons of coal and 50,000 pounds of ice after her arrival at this port tomorrow afternoon.

Army officers and men of the service who are coming here on the Thomas include Col. Gullfoyle, 4th Cavalry; Capt. Lyon, 25th Infantry; Lieut. Piell, 1st F. A.; 1st Lieut. F. L. Perigo, 1st A. C.; 1st Lieut. E. R. Love, 3d G.; 1st Lieut. C. R. Abraham, 1st Infantry; 1st Lieut. R. Cheney, 4th Cavalry; 1st Lieut. W. Rogers, 1st F. A.; 1st Lieut. P. S. Reinecke, 3d Cavalry; 2d Lieut. H. D. Bates, 4th Cavalry; A. Rookwood, Infantry; G. M. Halloran, 3d Infantry; T. J. Camp, 2d Infantry; G. M. Everitt, 1st Infantry.

ADOPT PRECAUTIONS TO KEEP AMERICANS FROM JOINING ARMY

Great Britain does not desire to attract American citizens into enlisting in the British army, according to a notice which has been issued here by E. L. S. Gordon, British consul in this city.

"Complaints have been made in the United States press that United States citizens, sent to Great Britain in charge of horses and mules, are induced to enlist into His Majesty's forces."

"The Admiralty having taken the matter into consideration have issued a regulation to the effect that no attendants on horse or mule transports from the United States employed by the Admiralty should be allowed to land in England, unless they can provide satisfactory proofs that they are British subjects who have not become United States citizens."

looked like garage mechanics or coal trimmers after they had finished, as they had to measure every compartment in the boat.

Paying \$1000 a day the China Mail Steamship Company has chartered the Mongolia for one round trip to the Orient, according to coast papers. This former Pacific Mail boat was purchased by the Atlantic Transport Company of West Virginia. Owing to the canal tie-up, her owners decided to charter her for one trip to the Chinese corporation. They had planned to send her to London.

Before 1915 is very old there will be two more steamer lines in trans-Pacific trade, helping fill the vacancy caused by the Pacific Mail's withdrawal. One is the Java-China-Japan Steamship Company, which will operate a fleet of four freight steamers between San Francisco and Java, Macassar, Manila and Hongkong. The first will leave Batavia for San Francisco early next month. The Pacific & Western Steamship Company has been incorporated in New York, to run steamers over the same route and calling at the same ports as the Pacific Mail.

WANTED

By thoroughly experienced American labor, position as bookkeeper or general office work. Address F. T. Star-Bulletin office. 6318-21

FOUND

Small sailing boat with sails and fishing gear; owner inquire Oahu Shipping Co., foot of Fort St. 6318-31

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Isone, 682 King, nr. Alapai; tel. 4521; new and 2d-hand furniture bought, sold; rugs, baby carriages, etc. 6318-1m

AUTO STAND

The Princess Auto Stand is now completed and ready for calls at all hours of the day and night. Phone 5367. 6318-Nov. 11 to Dec. 17

Honolulu Stock Exchange

Thursday, Nov. 11.

MERCANTILE	Bid.	Asked
Alexander & Baldwin Ltd.	.....	.....
C. Brewer & Co.	.....	.....
SUGAR.		
Ewa Plan. Co.	25 1/2	25 1/2
Haleiuga Sugar Co.	.....	.....
Haw. Agri. Co.	.....	.....
Haw. C. & S. Co.	41 1/2	41 1/2
Haw. Sugar Co.	39 1/2	39 1/2
Honolulu Sugar Co.	4 1/2	5 1/2
Honolulu Sugar Co.	150	150
Hutchinson Sugar P. Co.	.....	.....
Kahuku Plan. Co.	10 1/2	10 1/2
Kekaha Sugar Co.	.....	.....
Koloa Sugar Co.	12 1/2	12 1/2
McBryde Sugar Co. Ltd.	27 1/2	27 1/2
Oahu Sugar Co. Ltd.	7 1/2	7 1/2
Onomae Sugar Co.	39 1/2	40
Pasahau Sugar Plan. Co.	.....	.....
Pacific Sugar Mill	.....	.....
Pala Plantation Co.	.....	.....
Popekeo Sugar Co.	.....	.....
Pioneer Mill Co.	33 1/2	34
San Carlos Mill Co. Ltd.	24 1/2	25
Waiakula Agri. Co.	150	150
Waimanalo Sugar Co.	.....	.....
Waimanalo Sugar Mill Co.	.....	.....

MISCELLANEOUS.	Bid.	Asked
Haleiuga F. & P. Co. Ltd.	.....	.....
Haw. Electric Co.	33	33
Haw. Pineapple Co.	.....	.....
Hilo R. R. Co. Ltd.	40	50
Hon. B. & M. Co. Ltd.	19	19
Hon. Gas Co. Ltd.	100	100
Hon. Gas Co. Ltd.	142 1/2	142 1/2
Hon. R. T. & L. Co.	.....	.....
Hon. S. Nav. Co.	19 1/2	20
Mutual Telephone Co.	19 1/2	20
Oahu Ry. & Land Co.	142 1/2	142 1/2
Pahang Rubber Co.	20	20
Tanjong Pagar Rub. Co.	20	20

BONDS.	Bid.	Asked
Hankins Ditch Co. 6s.	.....	.....
Haw. C. & S. Sugar Co. 5s.	.....	.....
Haw. Irr. Co. 5s.	98 1/2	98 1/2
Haw. Ter. 5s. Pub. Imp.	.....	.....
Haw. Ter. Pub. Imp. 4s.	.....	.....
Haw. Ter. 5s.	.....	.....
Haw. Ter. 5s.	.....	.....
Hilo R.R.C. 5s. Issue 99.	.....	.....
Hilo R.R.C. 5s. Issue 99.	.....	.....
Honolulu Sug. Co. 6s.	.....	.....
Hon. Gas Co. Ltd. 5s.	101 1/2	101 1/2
Hon. R. T. & L. Co. 6s.	100	100
Kahulu Ry. Co. 5s.	100 1/2	100 1/2
McBryde Sugar Co. 5s.	104	104
Mutual Tel. 5s.	104	104
Oahu Ry. & L. Co. 5s.	105	105
Oahu Sugar Co. 6s.	92	93
Pacific 6s. & F. Co. 6s.	.....	.....
Pioneer Mill Co. 5s.	.....	.....
San Carlos Milling Co. 5s.	.....	.....
Waiakula Agri. Co. 5s.	.....	.....

Sales: Between Bonds—100, 100, 50, 10, 350, 120 Waiakula 24 1/2; 25 Waiakula 25; 25, 50, 40, 10 Onomae 39 1/2; 210 H. C. & S. Co. 41 1/2; 30, 25, 25, 25, 50 Oahu Sug. Co. 28 1/2; 20, 200, 180, 14 Oahu Sug. Co. 28 1/2; 50 Kekaha 170; 100, 100 Oia 7 1/2; 100, 225 Ewa 25; 25 Ewa 25 1/2.

Session Sales—10 Mut Tel. Co. 19 1/2; 25 H. C. & S. Co. 41 1/2; 100 Ewa 25 1/2; 100 Oia 7 1/2; 30 Pioneer 21 1/2; 25 Ewa 25 1/2; 24, 40 H. C. & S. Co. 19; 5 Pioneer.

Latest sugar quotation: 96 deg. test, 4 1/2 cs. or \$97.20 per ton.

Sugar 4.86cts Beets

Henry Waterhouse Trust Co., Ltd.
Members Honolulu Stock and Bond Exchange.
Fort and Merchant Streets
Telephone 1208

Normal conditions have been restored in the districts of Hayti by American troops.

The Norwegian bark Queen, from Liverpool for Halifax, with 5200 bags of salt, rounded at sea.

BY AUTHORITY.

RESOLUTION NO. 223.

Be it resolved by the Board of Supervisors of the City and County of Honolulu, Territory of Hawaii, that the sum of One Thousand Five Hundred Dollars (\$1500.00) be and the same is hereby appropriated out of all moneys in the General Fund of the Treasury of the City and County of Honolulu for the following purpose:

Repairs Kalakaua avenue...\$1500.00

Presented by
CHAS. N. ARNOLD,
Supervisor.

Date of introduction:
Honolulu, Hawaii, October 29, 1915.

Approved this 11th day of November, A. D. 1915.

JOHN C. LANE,
Mayor, City and County of Honolulu,
T. H.

RESOLUTION NO. 225.

Be it resolved by the Board of Supervisors of the City and County of Honolulu, Territory of Hawaii, that the sum of Three Hundred Seventy-five Dollars (\$375.00) be and the same is hereby appropriated out of all moneys in the Sewer Works Fund for an account to be known as:

Repair Outfall Sewer Line...\$375.00

Presented by
W. LARSEN,
Supervisor.

Honolulu, Hawaii, October 29, 1915.

Approved this 11th day of November, A. D. 1915.

JOHN C. LANE,
Mayor, City and County of Honolulu,
T. H.

6318-Nov. 11, 12, 13.

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Capital paid up...\$3,000,000
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